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ESTABLISHED 1734

LONDON: THURSDAY, SEPTEMBER 12, 1946

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### PRIZE COURTS

IN THE HIGH COURT OF JUSTICE,  
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ADMIRALTY DIVISION

Take notice that WRITS have been issued and served in ACTIONS which have been instituted in the PRIZE COURTS at SINGAPORE and transferred to the High Court of Justice, Probate, Divorce and Admiralty Division, against the Owners and Parties interested in the SHIPS and CARGOES specified below.

January 8th, 1942

S.S. "THEP SATRI NAWA" Vessel and Cargo. (2185) (Singapore 2/1942)

M.T. "LAM SON" Vessel and Cargo. (2187) (Singapore 3/1942)

April 22nd, 1940

M.S. "SIAM" Vessel and Cargo. (2189) (Singapore 9/1940)

Appearances to the above Writs should be entered in 30 days from the dates specified.

L. F. C. DARBY, Registrar.

Registry of the Prize Court, Royal Courts of Justice.

### PRIZE COURTS

IN THE HIGH COURT OF JUSTICE,  
PROBATE, DIVORCE AND  
ADMIRALTY DIVISION

Take notice that WRITS have been issued and served in ACTIONS which have been instituted in the PRIZE COURT, namely, in the High Court of Justice, Probate, Divorce and Admiralty Division, by His Majesty's Procurator-General against the Owners and Parties interested in the SHIPS specified below.

August 29th, 1946.

S.S. "MORSUM" Vessel only. (2226)

S.S. "PAUL L. M. RUSS" Vessel only. (2225)

September 2nd, 1946.

M.V. "NEUSS" Vessel only. (2222)

S.S. "MAIN" Vessel only. (2224)

September 5th, 1946.

S.S. "BRUNHILDE" Vessel only. (2233)

September 7th, 1946.

M.V. "HEIMAT" Vessel only. (2237)

Appearances to the above Writs should be entered in 30 days from the dates specified.

L. F. C. DARBY, Registrar.

Registry of the Prize Court, Royal Courts of Justice.

## OFFICIAL NOTICES

### PROPOSAL TO CHANGE SHIPS' NAMES

WE THE GENERAL STEAM NAVIGATION COMPANY, LIMITED, of 15, Trinity Square, London, E.C.3, HEREBY GIVE NOTICE that, in consequence of our desire for uniformity in the names of vessels owned by us, we have applied to the Minister of Transport, under Section 47 of the Merchant Shipping Act, 1894, for permission to change the names of the undermentioned ships, hereinafter owned by the Minister of Transport, of London, to be registered in the said new names at the Ports underlined, as owned by The General Steam Navigation Company, Ltd.

Any objections to the proposed changes of names must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

Present Name of Ship	Port of Registry	Official Number	Gross Tonnage	Registered Tonnage	Proposed New Name
"EMPIRE DAFFODIL" ...	London	167513	398	112	"GREENFINCH"
"EMPIRE SPINNEY" ...	Glasgow	168689	905	454	"PEREGRINE"

Dated at London this 11th day of September, 1946.

THE GENERAL STEAM NAVIGATION CO., LTD.,

R. G. GROUT,  
Secretary.

R. & W. HAWTHORN, LESLIE & CO.  
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TURBINE AND DIESEL MACHINERY  
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Telephone: Avenue 7644 (Private Exchange)  
LIVERPOOL OFFICE:  
Mr. A. C. DOUGLASS, 15, Tithebarn Street,  
Liverpool, 2  
Telephone: Central 2034

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**THURSDAY, SEPTEMBER 12, 1946**  
High Water, London Bridge ... 03 23 15 29  
High Water, Liverpool ... 00 26 12 50  
Sun Rises ... 06 28 Sun Sets ... 19 24  
Moon Sets ... 06 20 Moon Rises ... 20 18  
The above times are B.S.T.

### TO-DAY'S WEATHER

Meteorological Office Forecast

Advance forecast for the 18 hours ending midnight to-night:—

General Inference: A ridge of high pressure West of Ireland is moving East and increasing in intensity, and a depression N.W. of the Azores is moving N.E. Weather will be fair in most districts at first, but occasional rain is expected in the S.W. during the morning, spreading N.E. later.

Further outlook: Rain in the North and West, followed by bright intervals and showers. Slight rain in the S.E.

### IRON AND STEEL

#### August Production Figures

According to figures issued by the Ministry of Supply, Iron and Steel Control, steel production in August was at the rate of 11,747,000 tons a year, compared with a rate of 9,465,000 tons in August last year. In both years production was affected by holidays. Pig iron output was also higher, the annual rate of August production being 7,558,000 tons, compared with 6,358,000 tons for August, 1945.

The table below gives details of production in tons:—

STEEL INGOTS AND CASTINGS		1945	1946	
Weekly	Annual	Weekly	Annual	
1st Quarter	233,200	12,162,000	242,600	12,617,000
2nd Quarter	227,200	11,814,000	252,100	13,311,000
July	213,800	11,118,000	226,000	11,759,000
August	162,000	9,465,000	225,900	11,747,000

  

PIG IRON		1945	1946	
1st Quarter	134,500	6,992,000	145,500	7,566,000
2nd Quarter	132,600	6,894,000	150,000	7,827,000
July	134,800	7,010,000	147,000	7,645,000
August	122,300	6,352,000	145,300	7,558,000

### LLOYD'S AGENCIES AT MANAGUA AND SURABAYA

In consequence of the resignation of Caley, Dagnall & Co., Ltd., the Committee of Lloyd's have declared Lloyd's Agency at Managua vacant, and applications for the appointment are invited until Nov. 30. Pending a new appointment arrangements have been made for Mr. P. J. Frawley to conduct the duties of the Agency in a temporary capacity. Address: Mr. P. J. Frawley, Acting Lloyd's Agent, Managua, Nicaragua. Telegraphic address: "Frawley Managua."

Arrangements have been made for N. V. Borneo Sumatra Handel Maatschappij to resume the duties of Lloyd's Agency at Sourabaya in a temporary capacity. Communications for this Agency should be addressed: Messrs. N. V. Borneo Sumatra Handel Maatschappij, Acting Lloyd's Agents, Societeitstraat 42/4, Sourabaya. Telegraphic address: "Borsintu."

A description of the Port Lyttelton was given in the report of the launch in our columns yesterday.]

## ANOTHER PORT LINER PLANNED

### Larger and Finer than "Port Lyttelton"

### MR. J. R. ROOPER ON ULTIMATE COST OF CREW COMFORT

From Our Own Correspondent

JARROW. Wednesday

Speaking after the launch of the refrigerated cargo motorship *Port Lyttelton* (11,000 tons d.w.) from the Hebburn yard of R. & W. Hawthorn, Leslie & Co., Ltd., yesterday afternoon, Mr. J. R. Rooper, managing director of the Port Line, Ltd., announced his company's intention to proceed with tonnage replacement in spite of present high costs, and revealed that Messrs. Hawthorn, Leslie had been asked to prepare plans for a vessel "considerably larger and finer" than the *Port Lyttelton*. In references to improvements in crew accommodation, Mr. Rooper made the point that "armchairs for seamen" were ultimately paid for by the consumer of goods.

Mr. Rooper recalled that after the amalgamation of Messrs. William Milburn & Co. with three other firms in 1914, a number of large refrigerated vessels were built at Hebburn, only one of which, the *Port Adelaide*, remained afloat, now 28 years old. By a strange coincidence, Mr. Rooper pointed out, she was at that moment lying in the Tyne opposite the berth on which the *Port Lyttelton* had been built. He remarked upon the advance in the crew accommodation, and paid tribute to the help received from officials of the Seamen's Union, who were doing their best to interest men in this matter. The accommodation was, in fact, in advance of the standard of life ashore. For 20 years the Port Line had been in the van in providing increasingly better accommodation.

Unfortunately, Mr. Rooper continued, these improvements cost money, cargo or passenger space was encroached on, with consequent loss of earning power, which added to the cost of the new ship. It was generally said that a ship to-day cost double its pre-war price, but when all the factors were taken into account he thought it true to say ships of the *Port Lyttelton* type cost nearer three times as much as 10 years ago. It was well that friends and exporters in Australia and New Zealand should appreciate these facts, since ultimately costs were reflected in freights and had to be borne by manufacturers and producers, who in turn had to pass them on to consumers. Such things should be pondered when they contemplated armchairs for seamen, shorter hours for shipyard workers or dockers, or 20-knot ships to carry chilled beef.

His company intended, Mr. Rooper said, notwithstanding present high costs, to press on with replacements of ships lost by enemy action and those grown old in service. They were favourably impressed by all seen at the yard and had decided to ask Messrs. Hawthorn, Leslie to prepare plans for a considerably larger and finer vessel than the *Port Lyttelton*.

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# SHIPPING PROSPECTS

**Lord Rotherwick on Lack of Coal Exports**

## TOO MANY CIVIL SERVANTS

From Our Own Correspondent

GLASGOW, Wednesday

Comments on shipping conditions were made yesterday by Lord Rotherwick, chairman of Clan Line Steamers, Ltd., when he proposed the toast as principal guest of the Clyde Navigation Trust at the annual inspection of the harbour and the new shipbreaking centre of Faslane. There was a large party of guests representative of the shipping, shipbuilding and trading interests of the Clyde on board the *Queen Mary II*, which was chartered for the occasion. Mr. James Leggat, chairman of the Trustees, presided at the lunch on board.

Lord Rotherwick said that as chairman of the Clan Line he was naturally deeply interested in Glasgow, the home port of his company. Their ships arrived there, turned round, refitted and were stored. In the last 15 or 16 years every Clan ship had been built on the Clyde at Greenock.

### AMERICAN TONNAGE

He had been asked to give his views on shipping prospects, but he would be a brave man who would prophesy in these troublesome times. After all, shipping depended almost entirely on the trade of the world and on the conditions governing the world. Shipping was overshadowed by the enormous amount of tonnage built by America. No one knew exactly what was going to happen to that tonnage—how much would be broken up, how much sold and how much America would use for her own purposes. Every yard in this country and in other countries was full up with work building ships for the next two or three years.

Another factor was that a great many countries had become ship-minded and wanted to own and run their own ships. When they did that after the 1914-18 war it was estimated that America lost anything between £600,000,000 and £1,000,000,000. Australia, Canada and South Africa also lost millions. "I would have thought they had learned their lesson, but apparently they want to have another go, of course at the expense of the taxpayer," he said.

### NATIONALISATION EFFECTS

Nationalisation of coal and the continued low output, with high costs, had hit trade and industry, together with shipping, very hard. The coal-burning ship was practically obsolete. Prices were a serious factor, but what was even worse was that coal was not available. Exports of coal, on which they used to depend largely, to help the national budget, had practically gone west. One section of the shipping industry, the tramp industry, which depended very largely for its outward freights on the export of coal, now suffered very severely because there was no coal to export.

When the Ministry of Fuel and Power asked manufacturers to turn over their plants from coal to oil that showed a very dangerous position. There was no doubt manufacturers and the shipping industry were severely handicapped by the coal position. It looked as if the great experiment of nationalisation was not going to be the solution of the coal problem. The Government had also entered the commercial field and were buying primary commodities such as cotton and lead, and he was afraid that was not going to help the position. In spite of those factors, the liner companies were taking their courage in both hands and were building up-to-date fast ships for their respective trades.

Much had been said about the unemployment of dockers in Glasgow. It was said that two few ships were being loaded and unloaded and that that pointed to a slackness of the Glasgow shipping trade. Was this slackness which was being experienced in Glasgow and other ports due to the policy of the Government? That policy was that manufacturers should be allowed to produce practically only for export and that all imports should be severely restricted. That attitude meant that the home market was starved to a great extent and that there was a reduction in their seaborne trade.

### MASS PRODUCTION

It was true that large exports were necessary in order to pay for imports of raw materials and foodstuffs, but he was not at all certain that the Government were going the right way to bring that about. He had always understood that it was a recognised economic principle that only by mass production was it possible to produce an article at a reasonable price. Surely it would be better to allow manufacturers to cater for the home market as well as for the export market? He was convinced that that would result in an increase of production and a corresponding decrease in the price of the article. Today the world was crying out for goods at almost any price, but when that demand was satisfied as it would be in a few years, he was afraid we would wake up one day to find our goods too dear for the world.

In a reference to the American loan he commented that there were only two commodities of any size, tobacco and cotton, for which this country required dollars, but America had to sell those things to this country, and if we were unable to buy them it would

be a much greater headache for the Americans than for us. For the recovery of trade and of exports he would say the cardinal rules were: (1) We must refuse to abandon Empire preference; (2) we must get rid of controls and restrictions; (3) we must achieve a great reduction in the hordes of civil servants who hold the country in a vice; and (4) we must have less austerity for the people.

### A KEY PORT

Mr. JAMES LEGGAT, who replied, said that some day he hoped there would be, subject only to wise discretion as to what should never be divulged, a full account of the naval and military movements on the Clyde in the war years. At an early period of the war it was evident that the Clyde and the Mersey were to be the key ports in the battle of the Atlantic, and handling facilities were improved as priority schemes. The civil and mechanical engineering work involved was extensive and exacting and the cost of about £2,000,000 indicated its extent. Mentioning that Glasgow handled over 90 per cent. of all Clyde cargoes, the tonnage of goods being about 50 millions, Mr. Leggat reviewed the improvements and developments at the port and the introduction of the dock labour scheme, which still operated, although arrangements for the future had yet to be settled.

Ship construction, conversion and repair were of vital importance, and it was encouraging to know from official figures that Clyde firms, chiefly those in the Trustees' section of the river, carried out during the war over 27,000 main contracts, 1,549 new naval vessels, 354 new merchant vessels, and 25,687 vessel repairs. Those were impressive figures and included the largest new ships afloat. There was a time, before February, 1941, when certain records were not available, but what had been said would show the unique part which Clyde shipbuilders and repairers played. No part of the country could equal it, and throughout the war years official parties visiting the Clyde were greatly heartened and astonished by what they saw. Enemy damage, fortunately, never appreciably impaired the capacity of the port, and the £400,000 which was expended on A.R.P. had good results.

The work of the pilots, the Clyde Pilotage Authority and its officials deserved special mention. In 1939 the staff of pilots was 50, but it had to be raised during the war as high as 126 by the transfer of Trinity House pilots and by temporary appointments.

The good work at the Clyde anchorages and by temporary appointments. The emergency port owed much to the pilotage authority, its officials and the pilots. Over 200,000 acts of pilotage, sometimes 300 a day, were completed on the Clyde, and the pilots moved over 500 million tons of ships without serious mishap, although there was a regrettable collision between a ship being launched and one coming in.

War arrangements brought into early prominence the existence of a number of statutory authorities on the Clyde, and questions of concerted policy now and for the future had been before the Ministry of Transport. They led to the appointment of the Clyde Estuary Committee under the chairmanship of Lord Cooper. The committee had recommended a unification so far as the Cumbrae Heads, a principle which the trustees approved. Lord Cooper, in his report, recommended the provision of a floating crane or cranes, and the trustees had already acquired a self-propelled floating crane of 60 tons capacity which they hoped would be of value to shipowners, shipbuilders and others. Lord Cooper also recommended a graving dock for the largest ships, and as had been publicly stated, possible schemes had been put in the hands of the Admiralty by the Trust and by the Greenwich Harbour Trust. Whichever site was chosen the important thing was that such a dock should be on the Clyde; the river which builds the largest ships in the world should also drydock them.

For the future of the harbour and the surrounding industry he had good hopes. They were seeing in the yards that Clyde shipbuilders maintained their pre-eminence. Shipowners and merchants in this time of high costs and many uncertainties were going forward with the same courage and enterprise which made our great maritime trade. The Clyde Trust would endeavour to provide, as their predecessors provided, an efficient and attractive harbour, allowing ships to bring cargoes close to the heart of the great city at the lowest economic cost. He was optimistic, provided all realised now and not when it was too late that rewards could come only to those who worked hard and steadily.

### COAL DOCKERS AT BELFAST

#### New Agreement in Operation

From Our Own Correspondent

BELFAST, Wednesday

The main issues in the strike of coal dockers at Belfast which disrupted trade early this year have now been satisfactorily settled. An agreement has lately been put into operation which provides for a reduction in the number of men employed in each gang to be effected by not replacing the normal wastage. There will be no work between midnight and 6 a.m., and work between 10 p.m. and midnight will only be permitted to complete discharges.

# LOSS OF THE "VIPYA"

### Court's Recommendations

The findings of the Court of Inquiry which investigated the loss of the Lake ship *Vipya*, which sank off Florence Bay, Lake Nyasa, on July 30 last, were summarised in Lloyd's List of Aug. 30. A report of the case in "The Nyasaland Times" of Aug. 29 now gives the findings in full, as follows:

(1) The Court finds that there is no evidence that the *Vipya* was either unstable or top-heavy as designed, and that no material departure was made from the builders' plans at any stage.

(2) It is the opinion of the Court, however, that if any considerable quantity of free water was allowed to accumulate between bulkheads at 6 to 23 stations the original stability would rapidly be endangered. This condition could obtain in the *Vipya* in bad weather because it was not possible conveniently to render the main deck watertight.

(3) The Court finds that the owners and designers were at fault in that although the *Vipya* was constructed with little freeboard, no adequate provision was made to render the main deck completely watertight by simple and rapid means.

(4) The Court finds, however, that the major responsibility for the casualty devolves upon the master [Commander Farquharson, D.S.C., R.N. (Retired)] in that he failed in the following particulars to carry out the normal practice of seamanship. (a) Observing that he had express orders to treat the ship gently until he was sure of her performance, he nevertheless set out in extremely bad weather when he should have remained in shelter until the weather moderated sufficiently for him to proceed with safety. (b) Having decided to proceed on his voyage, on seeing that the weather was exceedingly bad, so that waves were actually breaking over the ship's side, in spite of the fact that he must have known that his ship was not completely watertight on the main deck, he took no special precautions to render her so, even as far as might be, by means of tarpaulins over the companion ways, lashings over the ventilators and so forth. Further, there is evidence that he even allowed the main cargo hatch to be opened at a very critical point of the voyage.

(5) The Court finds no evidence of overloading or overcrowding, as in fact it appears that the *Vipya* was carrying rather less than half the load for which she was designed. It is felt, however, that some reliable method of checking these numbers from shore services should be devised.

### RECOMMENDATIONS

The Court recommends that:

(1) No ship should be licensed to carry passengers and cargo on the Lake service unless there be at least two European deck officers and one European engineer officer, and that such officers should have Board of Trade certificates; the master to possess a foreign-going master's certificate. There should also be sufficient financial inducement to encourage the right type of man to accept these positions, which bear heavy responsibilities.

(2) The provisions of Sect. VII of the Shipping Ordinance relating to the carrying of life-saving appliances are not sufficiently stringent, and that regulations on the lines of the Board of Trade regulations which deal with these matters should be introduced forthwith.

(3) That all requirements of the Board of Trade relating to the safety of passengers and ships should be applied to ships carrying passengers and cargo on Lake Nyasa.

(4) Ships sailing on Lake Nyasa should be so constructed as to make it possible readily to make the main deck watertight.

The *Vipya* was a twin-screw motor-ship of 375 tons, 140 ft. long, 27 ft. beam, and normal draught of 7 ft. 11 in. loaded. She was designed and built by A. & J. Inglis, Ltd., Glasgow, shipped in sections to Nyasaland, and reassembled at Monkey Bay, Lake Nyasa, under the supervision of her owners, the Nyasaland Railways, Ltd. She commenced her service this year. The specifications called for a ship which would carry about 315 passengers, a crew of about 35 and 100 tons of cargo.

ALGIERS/ORAN (Alg. Cardiff/Newport). — 3,600-4,200 t., 22s. 6d., Sept. 23.

GIBRALTAR.—2,000 t., 17s. 6d., spot.

SWANSEA. Wednesday

Slow conditions rule in the foreign section, though Malta quotes again owing to a licence being refused. There is quiet fixing for the home coasting directions. Fixtures:

ATHENS.—1,000 t., 17s. 6d., Sept. 23.

NEWCASTLE. Wednesday

Northern Continental traders sound the market freely, but almost a total lack of cargoes checks all efforts at chartering operations; Continental tonnage offers sparingly and firm rates are indicated. Home coast orders are numerous, but September stemming is difficult and tonnage is not pressing; values are unchanged. The Atlantic and Mediterranean sections are idle.

FRASERBURGH. Wednesday

In view of the continued scarcity of coals generally, chartering in the foreign trades is still very restricted. For the coasting directions, too, operations are limited as stemming is difficult.

NEWCASTLE. Wednesday

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GLASGOW. Wednesday

Cargoes are still lacking for oversea destinations, and this section is almost at a standstill. A few vessels are still required in the home coasting section from Methil to the routine destinations, all at scheduled rates.

H.M. Stationery Office have issued as

White Papers the Draft Peace Treaties with Rumania (Cmd. 6896, price 6d.) and Finland (Cmd. 6897, price 1d.).

# FREIGHT MARKETS

### Active Phosphate Bookings

By Our Own Correspondent

#### THE BALTIC

In the chartering market interest has again largely centred in the phosphate trade to Australia, and for early loading from Casablanca charterers have had to substantially improve upon recent rates in order to satisfy their needs, although for October late figures have been reported. The American homeward trades have provided no feature. On time charter basis reports have been current of further fixtures having been concluded for the West African round, but no details have been mentioned.

In the outward section there is no increase in the quantity of coal available for export, although a small spot ship has been done from Wales to Gibraltar at 17s. 6d.

A quiet and featureless state of affairs has prevailed in the River Plate section, and charterers appear to make no progress with their orders for Antwerp and the Scandinavian countries.

In the meantime a large volume of tonnage is still unemployed in South American waters. Business is slow in developing from Brazil, although charterers continue to show a fair interest for miscellaneous cargoes.

Shipping issues were usually weaker,

although Furness, Withy recovered 6d. to 29s. 6d., Anchor a like amount to 52s. 6d. and Aviation & Shipping 3d. to 3s. 6d. P. & O. Preferred declined 1 to 13s. 2d. and the Deferred 1s. to 54s., while Clan at 6s. New Zealand Preference at 15s. and Orient 6 per cent. Preference at 15s. were all down where changed. Falls of 6d. were recorded in Cunard to 31s., France, Fenwick to 3s. 6d. and Irrawaddy to 28s. 6d.

Decidedly quieter conditions ruled in the market for shipbuilding, iron, coal and steel shares. Thurner & Croft changed hands at the lower prices of 7s. 4d. and 7s. 9d., but there was a marking in the Preferred at 3s. 6d. Stewart & Lloyds of South Africa Preference were quoted 9d. dearer at 31s. 6d., but Stothert & Pitt lost 1s. 3d. to 7s. 3d., Stewart & Lloyds Deferred 6d. to 52s. 3d., and Thomas & Baldwin Preference a similar amount to 31s. 9d.

Movements among commercial and industrial issues displayed a good deal of irregularity. Cable and Wireless

Preference rallied 1 to 11s. 2d. while Turner & Newall recovered 6s. 1d. to 8s. 4d., London Brick 9d. to 6s. 9d. and United Molasses 5d. to 52s. 6d. On the other hand, Guinness gave way another 2s. to 15s., Unilever 9d. to 51s., while several other issues were a few pence cheaper.

A steady tendency developed in the oil share market. Ultramar recovered

3s. 2d. to 3s. 6d., Attock 2s. 6d. to 52s., Shell 1s. 2d. to 1s. 4d., Anglo-Iranian 1s. 2d. to 1s. 4d., Apex 9d. to 31s. 6d., and British Borneo 32s. 9d. Burmah lost 1s. 3d. to 3s. 16s., Anglo-Ecuadorian 6d. to 37s. 6d., and United British were also 6d. down at 29s.

# MONEY MARKET

### Easier Credit Conditions

In Lombard Street yesterday there was some increase in credit supplies, so that overnight loans were readily arranged at 1½ per cent. A moderate amount of business was arranged in Treasury bills, mainly November maturities. Foreign exchange rates remained at recent levels. Official sources satisfied a small trade demand for silver at unchanged prices.

### STOCK EXCHANGE

#### Irregular Price Changes

There was marked falling off in the volume of Stock Exchange business yesterday, but after early weakness the tone became decidedly steadier. In the gilt-edged section there was a continuance of the demand for British Government stocks, which closed 1-16 to 1 higher where changed. Victory Bonds showing the larger movement at 119s.

The only quotable change among home railway Ordinary stocks was a fall of

1 to 2½ in North Eastern Deferred. Argentine railway junior issues remained dull, Pacific closing at 7, Great Southern at 11½ and Centrals at 7½.

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# COASTWISE & HOME TRADE MOVEMENTS

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C 7

# LONDON CUSTOM HOUSE

LLOYD'S LIST Page 9  
Thur., Sept. 12, 1946

## WIRELESS REPORTS

Akademik Komarov.—Bd Liverpool, 30 m from Land's End Sep 10, 2 10 p.m.

Alabaman.—Portishead, Sep 9, 8 31 p.m., bd Vinga (f.o.)

Aquitania.—47 30 N, 31 48 W, Sep 10, 6 p.m.

Art Young.—Bd Stockholm via The Downs, 48 21 N, 11 47 W, Sep 10, 3 p.m.

Athelchiel.—Bd Land's End (f.o.), 41 42 N, 17 12 W, Sep 11

Atlantis.—39 54 N, 29 12 W, Sep 10, 6 p.m.

Bayano.—53 45 N, 33 15 W, Sep 11

British Ambassador.—Bd Grangemouth, 80 m E of Humber Sep 11, 9 5 a.m.

British Respect.—Bd Amsterdam, 12 20 N, 24 E, Sep 11

Bruarfoss.—Cullercoats, Sep 11, 8 44 a.m.

C.A. Banck.—30 m from Land's End

Sep 10, 4 p.m.

Cairnesk.—57 48 N, 32 54 W, Sep 10, 6 p.m.

Cairnvalona.—Bd Tyne, 58 48 N, 10 06 W, Sep 11, noon

City of Cape Town.—55 36 N, 39 54 W, Sep 10, 6 p.m.

City of Durham.—Bd London, abeam Spurn Head, Sep 11, 9 55 a.m.

Clan Chattan.—51 48 N, 06 12 W, Sep 10, 6 p.m.

Coffeyville Victory.—Bd Oslo, 55 31 N, 29 02 W, Sep 10, noon

Comanchee.—37 42 N, 34 12 W, Sep 10, 6 p.m.

Condesa.—51 00 N, 18 12 W, Sep 11

Coulnmore.—57 00 N, 35 00 W, Sep 11

Cyrus Sears.—Bd Blyth, 57 54 N, 10 13 E, Sep 10, 1 43 p.m.

Demodocus.—Bd Durban, 30 08 S, 46 57 E, Sep 11

Domby.—Bd Table Bay, 25 17 S, 32 54 W, Sep 11

Dunkerque.—Gibraltar, Sep 6, 11 p.m., bd

Rouen

Durango.—40 24 N, 10 36 W, Sep 10, 6 p.m.

Empire Islander.—Wick, Sep 11, 8 12 a.m.

Domby.—Bd Table Bay, 25 17 S, 32 54 W, Sep 11

Dunkirk, Purfleet, Anglo-American Oil Co.

Erie.—227, Hobbs, Havre, London Dk., G. S. N. Co.

Empress.—Bd London, 188, Pearce, Antwerp, Regent's Canal Dk., Grand Union (Shipping).

Express.—Du, 96, Gaag, Rotterdam, Tunnel Wf., W. H. Muller & Co.

Gabian, Fr, 238, Kervizic, Rouen, Shell Haven, F. C. Strick & Co.

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# MARINE CASUALTIES

**ACIOS GEORGIOS.**—London, Sept. 11.—The London agents of the Greek steamer Agios Georgios, Archangel for Alexandria, cargo timber, report that she has sprung a leak in No. 2 tank and has a list of 10 deg. to starboard. The vessel, which left the Tyne this morning, is putting back to West Hartlepool.

**AM-MER-MAR.**—See Manning (launch).

**AMERICAN FARMER.**—Southampton, Sept. 11.—Steamer American Farmer arrived here yesterday. (See issue of Sept. 11.)

**ANTIOCH VICTORY.**—Ponta Delgada, Sept. 10.—Steamer Antioch Victory left St. Michaels yesterday for Gibraltar. (See issue of Sept. 2.)

**ANTRIM COAST.**—See Fragrances.

**BARDSTOWN VICTORY.**—San Francisco, Sept. 10.—Steamer Bardstown Victory grounded on Monday (Sept. 9) but refloated later without assistance. (Note.—Bardstown Victory arrived at San Francisco on Sept. 9.)

**BASSANO.**—Glasgow, Sept. 11.—Steamer Bassano, Hull for Montreal, in ballast, arrived in the anchorage this morning and proceeded up the River Clyde for Prince's Dock. Vessel reports that she has put back with cracked inlet main discharge pipe.

**BEDELA H.**—Niton Radio, Sept. 11.—Following received from British motor tanker Bedale H. (from Cardif):

At 8 a.m., G.M.T.: Suspect propeller damaged, proceeding to Dover for investigation.

At 8:52 a.m., G.M.T.: Position 240 deg. 12 miles from Beachy Head, requiring immediately.

At 11:57 a.m., G.M.T.: Being towed by tug Foremost 22 to Newhaven.

Newhaven, Sept. 11.

Motor vessel Foremost 22 on Lloyd's Salvage Form. Vessel berthing on the hard at midday to-morrow for inspection of damage to propeller. Owner's representative is arriving to-night.

**BORGSTEN.**—London, Sept. 11.—In reply to inquiry, Lloyd's Agents at Oslo write under date of Sept. 5: The salvage of the steamer Borgsten has been abandoned by the firm which undertook the work and a new contract has been signed with another firm. It is expected that the vessel will be raised within the next few months. (See issue of Apr. 27.)

**BRASTAGI.**—Port Swettenham, Sept. 3.

—While proceeding to the wharf here on Aug. 29, steamer PERAK was in collision with motor vessel Brastagi, lying moored to No. 1 buoy in the harbour. Both vessels sustained damage; certificate of seaworthiness was granted to steamer PERAK, which has proceeded on her voyage. Motor vessel Brastagi was surveyed here on Aug. 29 and it was found that several plates in the vicinity of upper deck and upper and lower tween decks were badly scored, stern light and fittings destroyed, and rivets, in way of damage sprung. There was no apparent underwater damage, and steering gear also appears to be undamaged. Certificate of seaworthiness was granted, with the recommendation that further examination be made at end of voyage, and vessel proceeded.

**BUNKER HILL.**—New York, Sept. 10.—Turbo-electric tanker Bunker Hill, grounding in February: Big keel part renew, shaft liner remachine, stern bush renew, together with sundry damages; cost, including dry dock charges, \$12,337. Salvage Association's Surveyors. (See issue of July 22.)

**CAPITaine LAMBE.**—Buenos Aires, Sept. 5.—Belgian steamer Capitaine Lambe was surveyed afloat here on Aug. 2 in respect of repairs being carried out to starboard boiler centre furnace, some corrugations of which had been found during a previous survey to be fully cracked. Damaged corrugations were cut out and a new piece of boiler plate cut and welded in place. The boiler was tested under hydraulic pressure and found to be tight. Cost of repairs to furnace amounted to 17,500 pesos, Argentine paper, and cost of cleaning boiler amounted to 1763.65 pesos, Argentine paper. (See issues of Aug. 6 and 15.)

**CHESTER.**—See Manning (launch).

**DALVANGEN.**—New York, Sept. 11.—Steamer Dalvangen (which left here on Sept. 8 for Texas City), returned this morning with engine trouble.

**DAR POMORZA** (aux.).—Gibraltar, Sept. 11.—Polish auxiliary training ship Dar Pomorza left here to-day. (See issue of Sept. 10.)

**EMPIRE CONRAD.**—Liverpool, Sept. 11.—Steamer Empire Conrad: Discharge of cargo continues. Fire still smouldering and National Fire Service still standing by. It is hoped to complete discharge of cargo by Friday (Sept. 13). (See issue of Sept. 11.)

**EMPIRE CROCUS.**—Douglas, L.O.M., Sept. 9.—Motor vessel Empire Crocus left here to-day for Birkenhead. (See issue of Sept. 7.)

**F.B. 160** (barge).—London, Sept. 11.—The following telegram has been received from the owners of the tug Superman, dated Hull, Sept. 11: Tug Superman, en route from Antwerp to Hull, reports by wireless having picked up barge F.B. 160.

**FAGRANES.**—Aberdeen, Sept. 11.—At 12:26 a.m., to-day Faroes motor fishing vessel Fagranes, outward bound against traffic signals, became unmanageable owing to heavy seas. Some bush was made, bush hole machined, all parts refitted and engine tested and found to be in good working order.

**FORT COVILLE.**—Adelaide, Sept. 5.—Steamer Fort Coville was surveyed afloat here on Aug. 15 and subsequent dates to examine damaged boilers. Tubes in both boilers were found to be distorted or blistered and new tubes have been manufactured and fitted. (See issue of Sept. 5.)

**WEATHER AND NAVIGATION**

**DERELICTS AND WRECKAGE**

Alexandria Radio, Aug. 13.—Following received from steamer Oxfordshire at 10:50 a.m.: Passed heavy spar, dangerous to navigation, in position 64 deg. 10.5 miles from Damietta Lighthouse at 10:40 a.m.

**DRIFTING BUOYS**

Burnham Radio, Sept. 10.—Following received from British motor vessel Gascons at 4:35 p.m., G.M.T.: At 4 p.m., G.M.T., in position lat. 50 31 N., long. 00 37 W., passed mooring buoy, low in water; dangerous to navigation.

**GREYWING** (yacht).—London, Sept. 11.—In reply to inquiry, Lloyd's Agents at Cowes write under date of Sept. 9: Yacht Greywning has not been recovered. She was a small vessel of about 20 ft. partially decked, with cockpit and no cabin. (See issue of July 29.)

**GULF MARACAIBO.**—Halifax, Sept. 11.—Tank steamer Gulf Maracaibo (Montreal for Halifax) has grounded at Amherst Island. Master asking for tugs and barge, which are being dispatched.

**NORTH SEA**

Humber Radio, Sept. 11.—Following received from British steamer Hawkwood at 8 a.m., G.M.T.: Would Route No. 4 buoy, position lat. 52 31 15 N., long. 01 57 E., light extinguished. Dudgeon Route No. H. 16 buoy, position lat. 53 29 15 N., long. 00 39 18 E., light extin-

guished.

**THE PORT OF MARSEILLES**

Marseilles, Sept. 5.—The flooding of Marseilles dry docks, which commenced on Aug. 29, was completed on Sept. 4 and the wrecks of the tug MARSIGLI, steamer KABYLE, naval tanker RANCE and tug GOLIATH were refloated. The protecting dam is now being cleared away, and it is expected that the dry docks will be in operation at the end of the year. This depends on the arrival and the erection of various lifting appliances, including a 15-ton crane to be used in conjunction with No. 1 graving dock.—Lloyd's Agents.

**ATLANTIC WEATHER REPORTS**

We have received from the Meteorological Office the following wireless reports, dated Sept. 10, from vessels in the North Atlantic. The times given are G.M.T.:

**AQUITANIA.**—Noon, 46 54 N., 35 00 W.; ENE, fresh; overcast; bar. 30 09. 6 p.m., 47 30 N., 31 48 W.; E. by N., gentle; cloudy; bar. 30 12.

**ALANTIS.**—Noon, 40 54 N., 27 36 W.; SW., mod.; partly cloudy; bar. 30 21. 6 p.m., 39 54 N., 29 12 W.; SW., mod.; cloudy; bar. 30 15.

**BASSANO.**—Noon, 57 00 N., 07 00 W.; S. by W., mod.; overcast; bar. 29 86. 6 p.m., 56 00 N., 07 18 W.; SE. by S., mod.; squally; bar. 29 47.

**CARINESK.**—Noon, 58 06 N., 31 00 W.; NW., mod.; partly cloudy; bar. 29 83. 6 p.m., 57 48 N., 32 54 W.; SSW., mod.; cloudy; bar. 29 83.

**CAIRNVALLONA.**—Noon, 58 54 N., 18 18 W., ESE, fresh; precipitation within sight; bar. 29 71. 6 p.m., 59 06 N., 16 06 W.; E. fresh; cloudy; bar. 29 77.

**CITY OF CAPE TOWN.**—6 p.m., 55 36 N., 39 54 W.; SW., fresh; partly cloudy; bar. 29 77.

**CLAN CHATTAN.**—Noon, 50 12 N., 06 51 W.; SSE, fresh; partly cloudy; bar. 30 03. 6 p.m., 51 48 N., 06 12 W.; SSW., strong; drizzle; bar. 30 06.

**COMANCHEE.**—6 p.m., 37 42 N., 34 12 W.; SW., fresh; overcast; bar. 30 06.

**CONDESA.**—6 p.m., 51 00 N., 18 12 W.; W., strong; mod; rain; bar. 29 91.

**DURANGO.**—6 p.m., 40 24 N., 10 36 W.; N., light; cloudless; bar. 30 21.

**FOFT NAKASLEY.**—Noon, 46 06 N., 08 00 W.; S., gentle; partly cloudy; bar. 30 21.

**HOPESTAR.**—Noon, 49 18 N., 21 18 W.; NW., mod.; partly cloudy; bar. 30 03.

6 p.m., 49 24 N., 21 18 W.; NNW., mod.; overcast; bar. 30 12.

**MAHOUT.**—Noon, 40 54 N., 09 30 W.; calm; cloudless; bar. 30 24. 6 p.m., 40 06 N., 09 36 W.; N., light air; cloudless; bar. 30 18.

**MAJESTIC.**—London, Sept. 10.—Ramsay, Isle of Man, lifeboat was called out to-night to take off the crew of the local fishing vessel Majestic, which was unable to reach port because of a gale. The Majestic, with Edward Kinman, of Ramsay, his two sons, and a brother on board, had gone out to the fishing grounds this morning and was severely buffeted all day by heavy seas. The lifeboat brought the four men ashore and left the fishing vessel at anchor.

Ramsay, L.O.M., Sept. 11.

Wreck of fishing vessel Majestic, registered at Ramsey, L.O.M., 12 tons, reported in approximate position lat. 54 35 N., long. 03 58 W., at 11 a.m., to-day, drifting south; dangerous to navigation.

**MANDARIN.**—Lourenco Marques, Aug. 7.—Steamer Mandarin (Philadelphia for Dar-es-Salaam) was surveyed here on July 29 in consequence of leakage in port side auxiliary stop valve. Repairs were effected.

**MANNING** (aux.).—New York, Sept. 10.—Launch Manning, in collision with steamer AM-MER-MAR, surveyed on behalf of tugs JANE and CHESTER: Stern bar, nine planks, 12 deck planks, one stringer and six frames renew, together with sundry damages; cost, including dry dock charges, \$12,337. Salvage Association's Surveyors.

**MARIA DEL PILAR C.** (aux.).—See Maria del Pilar G. (aux.).

**MARIA DEL PILAR G.** (aux.).—Tenerife, Aug. 16.—On the night of Aug. 11, the Spanish auxiliary sailing vessel Maria del Pilar C. (? Maria del Pilar G.), of Las Palmas, caught fire two hours after leaving this port bound for Las Palmas with a cargo of 200 drums of petrol and 300 drums of kerosene, and was completely burnt out. (Not as reported in issue of Aug. 23.)

**MARSIGLI.**—See "The Port of Marseilles" under "Weather and Navigation."

**NIRUMAND.**—Brest, Sept. 10.—British tug Nirumand, towing two tank lighters, (Tyne and) Falmouth for Persian Gulf, has put in here with damage to boiler(s).

**OGMORE CASTLE.**—Preston, Sept. 11.—Steamer Ogmore Castle arrived here yesterday. (See issue of Sept. 5.)

**PERAK.**—See Brastagi.

**PETTER.**—Southampton, Sept. 10.—Motor tanker Petter left here yesterday for Sweden. (See issue of Sept. 4.)

**PORT ADELAIDE.**—Cullercoats Radio, Sept. 11.—Following received from steamer Port Adelaide (from Tyne): Fouled buoy with port propeller. Tug requested.

**QUEEN MARY.**—See "Strike of Tug Crews at Southampton" under "Minesweeping."

**RANCE.**—See "The Port of Marseilles" under "Weather and Navigation."

**RIMUTAKA.**—Christchurch, N.Z., Sept. 11.—A tug touched a propeller of the steamer Rimutaka; diver is examining.

**ROYALTON.**—Cleveland, Ohio, Sept. 10.—Steamer Royalton has been docked and surveyed on account of striking breakwater at Port Arthur, Ontario, on Sept. 6. Entails removal of seven plates and fairing of four others; also considerable repairs to frames and floors; estimated cost \$27,400.—Salvage Association's Surveyors.

**SEA SERPENT.**—San Francisco, Sept. 10.—Motor vessel Sea Serpent left here on Sept. 6 for Yokohama. (See issue of Sept. 9.)

**SILAS WEIR MITCHELL.**—Copenhagen, Sept. 10.—Steamer Silas Weir Mitchell is leaving to-morrow morning for Bremerhaven for drydocking.—Lloyd's Agent per Salvage Association. (See issue of Sept. 10.)

**THURINGIA.**—Portpatrick Radio, Sept. 11.—Following received from British steam trawler Thuringia, signal letters GRBZ at 11:55 a.m., G.M.T.: Am proceeding at half speed. Engines run hot if this is exceeded.

**TIGRE.**—Port Said, Sept. 11.—Motor vessel Tigre left here to-day. (See issue of Sept. 9.)

**BARGE ADRIFT IN NORTH SEA**

London, Sept. 11.—Messrs. L. Smith & Co., of Rotterdam, report that tug Witte Zee has found and is standing by a concrete barge in the North Sea. Connection has not yet been made.

**WEATHER AND NAVIGATION**

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